

KINGSCLIFF RATEPAYERS and PROGRESS ASSOC. Inc
PO Box 1164, Kingscliff, NSW

Planning Services
Department of Planning and Environment
GPO Box 39
SYDNEY
NSW 2001

All correspondence to our P O Box please.



Your reference: 13/054

Date: 21st March 2016

Dear Sir / Madam,

Our Association thanks you for the opportunity to comment on the proposed modification to the Casuarina Town Centre by the Clarence property Group.

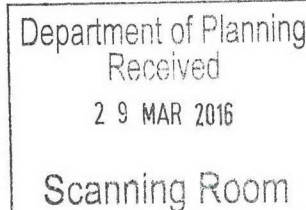
We submit the following:

Our Association is particularly concerned about:

- 1 The four storey building proposals.
- 2 Ensuring that the car parking for all the multi storey residential buildings be placed under the buildings (i.e. no residential or visitor parking on the roads).
- 3 Danger to pedestrians outside the *Icon* building.
- 4 Use of public land to provide required open space in the site.
- 5 Removal of vegetation.

Document: Section 75W Modification No. 10

Page 1 dot point 5 We do not object to the reconfiguration of lots.



Page14 response to public consultation

We agree that the major concerns relate to:

Four storey buildings. Our Association, and others, fought hard for the decision to restrict the Tweed Coast building height to three storeys.

We can find no evidence in the document for the need for the request for the four storeys

and

there is no additional open public space to compensate for the additional number of people that the four storey buildings would house.

Our Association believes that this request should be **refused**.

Traffic issues: The area in front of the "*Icon*" building is going to become very congested and the traffic may cause problems re the safety of pedestrians particularly children.

Smaller lot housing: We are not convinced that this is wanted by new owners – no evidence was noted to support this plan.

Car parking: We believe that this could be improved with a small adjustment to the plan.

All residential, and visitor car parking, to be placed under the residential buildings.

Page 18 **filling the swale**

While the filling of the swale may not compromise the purpose of the swale there is another point to consider. We are concerned that the developer may be including the swale as part of the required open space for this development. The swale is on public land and we **do not support** this area being included in the public open space for this development.

We did not see any reference to the provision of open space elsewhere in the document.

Page 20 *"The road layout designed by RPS provides convenient public vehicular access to the beach and foreshore area without compromising pedestrian amenity or residential privacy."*

We **do not** agree.

We offer the following which we believe will enhance the pedestrian safety and increase parking:

That the Grand Parade becomes a dead end roundabout.

That the road providing access to Lots 1 to 8 became a single lane road with traffic moving from south to north on the western side of the road.

That this road terminate just after the first (Southern) entrance to the car park behind the *Icon* building.

That the eastern side of this road become parallel parking with the vehicles facing north.

The road in front of lots 1-8 and the car park behind the *Icon* building has already been constructed.

Rationale:

Currently, in the modified request, traffic is accessing the area in front of the *Icon* building near the beach access. This may place pedestrians - particularly children – in the path of vehicles.

It would increase the parking provisions without preventing the owners of Lots 1-to 8 accessing their driveways.

Lots 1 to 8 can exit the area via the public car park behind the *Icon* building – after all there are only eight (8) properties and therefore only about 20 vehicle movements from those properties per day on average (two vehicles per property).

The removal of the road (in the modified plan) from outside the front of the **Icon** building would allow for a small playground suitable for preschool children.

The roundabout could be a visual feature - perhaps a sculpture/green space etc.

Page 21 Para 4

“The modified master plan encompasses two four storey apartment sites which bookend the western end of Grand parade as an entry point by utilising built form as a way to create a threshold in to the town centre area.”

We do not agree. These bookends will result in the entry to this site being overly blocky, will restrict the view lines and will present a visual barrier.

None of this site requires a variation to the three storey height limit that applies to the Tweed Coast.

There are, in fact, three (3) buildings (A, A & B) that are intended to be four (4) storey residential.

None of them are needed in exchange for green space offsets and therefore we consider the four storey claim is merely overdevelopment of the site.

and

“Grand Parade is lined with three and four storey mixed use retail (ground floor) and residential units (levels 2 & 3) and thus seeks to establish a diverse and strong built form edge within this precinct.”

The “mixed use retail” claim does not appear to be correct. The drawing labelled *Density* clearly shows that only building F (the *Icon* building) is for mixed use. The rest of the site is residential.

“Importantly, the proposed building height accords with the 13.6 building height limit prescribed within the Tweed Local Environmental Plan.”

We agree. However Tweed Coast is also subject to a three (3) storey limit along the coastline. This decision was hard fought by the community and is integral to the Tweed Coast having a successful and different tourist and residential approach to development. We are highlighting our natural attractions rather than covering the coastline with high rise.

The *Icon* building is stated as being three (3) storeys. The land upon which it would sit has been raised to at least one (1) storey high. If the *Icon* building is placed on the top of the current land height then it will effectively be at least four (4) storeys high. This is not acceptable to the community.

Page 23 Green Buffer

If the swale is to be covered then we would expect that the developer **cannot** include the this area a any part of their requirement to provide open space for the community use.

No vegetation is to be removed to improve access except when there is no other alternative.

No vegetation to be removed for views.

Page 24 last paragraph

What “*surf lifesaving facilities*”? This is a level 7 beach.

No vegetation to be removed because of any *lifesaving* buildings.

VILLAGE CONSULTATION REPORT:

Page 1 dot point 5

Four storey buildings, perceived traffic issues, smaller lot housing, and car parking were identified as concerns by approximately 20% of respondents."

We agree that four storey buildings traffic and parking and clearing of vegetation are of primary concern.

Page 5

We agree that there should be **no clearing** of the foreshore other than to provide beach access the same size as the other beach accesses along the Casuarina Beach coastline.

Page 6

Where are the playgrounds?

URBAN DESIGN PLANS

Grand Parade & Density & Streetscapes Grande Parade

These drawings clearly show that the developer is using public land as public open space.

We strongly oppose the developer using public land to compensate for the lack of public open space within the development.

If the drawings are to be believed then it could be argued that vegetation has been removed along the beachfront to provide views of the ocean.

Our Association strongly objects to the removal of any vegetation other than what is necessary for beach access.

Yield Estimate

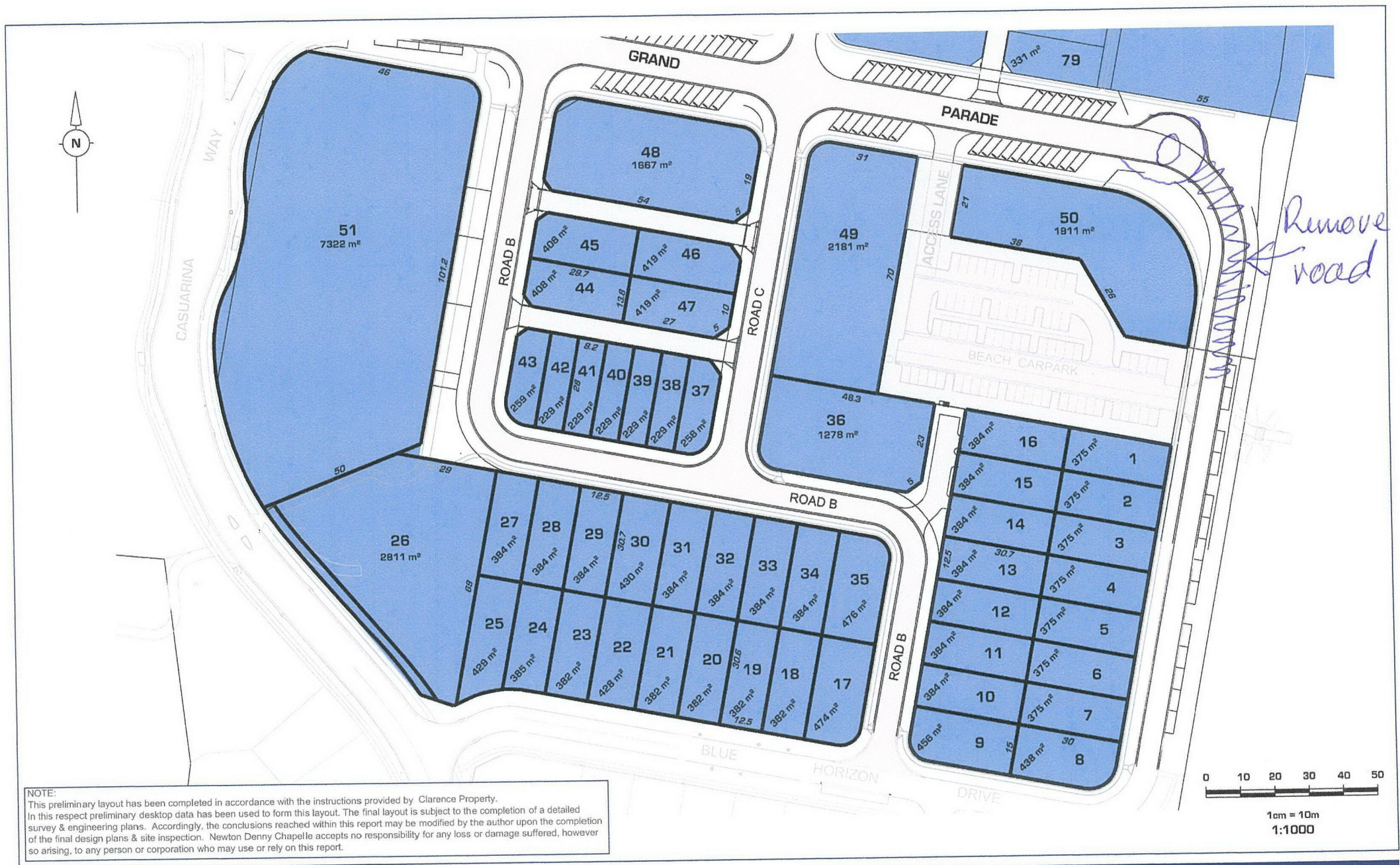
We request that all car parking, and visitor parking, for the residential properties be placed under the buildings.

Yours sincerely,



Julie Murray,
Hon. Sec.

Cc Geoff Provest, State Member



REV DATE AMENDMENT

B
C
D
E
F

SOURCE PLAN: N/A

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**SUBDIVISION LAYOUT PLAN
STAGE 1E - DETAIL 2**

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CLIENT: CLARENCE PROPERTY
LOCATION: CASUARINA TOWN CENTRE
CASUARINA BEACH
DATE: 21.12.15
SCALE: 1 : 1000 @ A3
REF: 13/054
DRAWN: bk